sent otherwise than in the mails, at a cost less than the postage established by law, such cheaper modes of conveyance are generally adopted. For this reason, if graduated rates be established, they may be comparatively high for short distances, where the means of conveyance are cheap and rapid, without being oppressive or seriously objectionable.

Objectionable.

There is a disposition manifested in certain quarters to urge a further reduction in our inland rates of letter postage, before the results of the last reduction are properly

ascertained.

Those who take the position that the people of this country should not rest satisfied with any reduction of postage until it be made as cheap as that of Great Britain, postage until it be made as cheap as that of Great Britain, seem to forget that our rates of postage are now, in fact, comparatively much cheaper than those of Great Britain; and that the condition of the two counties, in regard to nearly every thing which should influence the rates of postage, is widely different.

The United Kingdom of Great Britain and Ireland has an area of about 120,000 square miles, and a population of about twenty-eight millions; while the area of the in habited portions of the United States may be estimated at more than 1,100,000 square miles, with a population of twenty-four millions.

of twenty-four millions.

The results of the cheap postage system in Great Britain, and of reduced rates of postage in this country under the act of 1846, are continually referred to as evidence that this Department can sustain itself with a letter postage of two cents the single rate; but these results, when carefully considered, admonish us not to attempt a further reduction until justified by our revenues. Some of these

Leaving a nett revenue of - - - £1,633,764 2s. 94d. In 1850 the gross revenue was only £2,165,849 17s. 91d. While the expenditures were - - - 1,824,562 16s. 10d.

Leaving a nett revenue of - - £840.787 0s. 111d. Again, the gross revenue of £840,787 0s. 114d.

Again, the gross revenue for the eight years, from 1832 to 1839, both inclusive, was £18,245,587 12s. 1\frac{3}{4}d. and for the eight years next succeding the reduction, only £13,843,955 6s. 8\frac{3}{4}d.—although the franking privilege was abolished on the adoption of the penny postage, and the Government paid postage at the ordinary rates. The postage paid by the Government in 1847 amounted to £163,855 1s. 7d.

Our rates of postage on preventions applied to

2163,855 1s. 7d.

Our rates of postage on newspapers, pamphlets, &c. were not materially changed by the act of 1845, but the letter postage was reduced about 53 per cent., as was then estimated in the Department.

The receipts from letter postage for the year preceding the reduction were \$3,660,231, and for the succeeding year only \$2,881,607; being a reduction of about 24 per cent. The letter postage for the nine years next preceding the reduction was \$34,271,936.09, being an average of \$3,807,992,80 per year; and for the five years next succeeding the reductions the letter postage was \$17,696,710.71, or \$3,539,342.14 per year. The increase from 1845 to 1850 in the postage of newspapers, pamphlets, &c. (which had not been reduced,) was \$426,365.67, to about 70 per cent.

or about 70 per cent.

It is true that the expenditures of the Department for the It is true that the expenditures of the Department for the ten years prior to the reduction of 1845, exceeded its revenues, and that its revenues for the last five years have exceeded its expenditures; but before the act of 1845 the Department received nothing for the free matter of Congress and the Departments. Since 1845 the Department has received \$1,458,187.60 from the Treasury, which sum has been included in the statement of its revenues; and also the further sum of \$725,000 appropriated by Congress to meet the deficiency in its revenue which followed the act of 1845. The aggregate amount of these sums exceeds by about \$775,000 the available balances to the credit of the revenues of the Department on the 30th of June last. It should also be remembered that, by a provision of the act of 1845. also be remembered that, by a provision of the act of 1845, the Postmaster General was required to accept the lowest bid which in his judgment secured the requisite certainty, security, and celerity in the transportation of the mail, and that under this rule the cost of transportation was reduced from \$2,905,504 in 1845 to \$2,577,407 in 1849; although from \$2,905,504 in 1845 to \$2,577,407 in 1849; although the extent of our mail routes was increased during that period from 143,940 to 167,708 miles. The contracts for mail transportation are made for four years, and one of the four contract sections is let each year. The whole service had, consequently, in July, 1848, undergone the process of reduction under the act of 1845, and the annual cost of transportation has from that time been steadily and necessarily increased. It will, therefore, be seen that the reduction of postage in 1845 was accompanied by a great reduction of the cost of transportation, while no such reduction can follow the act of 1851. On the contrary, that act, by the reduction of postage on printed matery, that act, by the reduction of postage on printed matery.

ry, that act, by the reduction of postage on printed mat-ter, and the consequent increase of such matter in the mails, will add very largely to the cost of transportation.

In connexion with these facts it should also be remem-bered that the receipts from postage in Great Britain have been greatly augmented by the establishment, since 1839, of numerous lines of ocean steamers, yielding large reve-nues, the expense of which lines is not charged upon the Post Office Department of the United Kingdom. Great Britain also collects a considerable sum for transit postage. In this country, also, the receipts from postages have been In this country, also, the receipts from postages have been considerably augmented by the establishment of lines of ocean mail steamers, under contracts with the Navy De-partment and with this Department; the present cost of

which, and the postages thereon, appear in this report.

The expense of packet service, foreign and inland, paid
by the Admiralty, and not by the Post Office Department
in the United Kingdom, is believed to have been £701,580 14s. 8d. for the year ending January 5, 1848; while the amount paid by the Post Office Department for the conveyance of the mails, including riding work, and expresses by the Deputy Postmasters of the United King-dom, wages to mail guards, other coach expenses, and

tolls on mail coaches, was only £419,178 17s. 2½d.

Since the date of my last annual report new contracts have been made, after due advertisement, for furnishing blanks, wrapping paper, twine, sealing wax, and marking and rating stamps for the use of the post offices of the United States; for furnishing leather and canvas mail bags and pouches, mail locks and keys, paper, blank books, and other stationery for the use of the Department, and for the printing and binding required therefor. Under these contracts nearly all these articles will be supplied.

On more favorable terms than under the former contracts.

A contract has been made for the supply of the postage stamps authorized by the act of Marchlast. These stamps stamps authorized by the act of Marchlast. These stamps are believed to be of superior quality, and are furnished at a less price than was formerly paid. Some of those furnished soon after the execution of the contract were found to be deficient in adhesive qualities, but it is believed that there will be no ground for future complaint.

Directions for the destruction of the dies and plates employed in the manufacture of the postage stamps formerly used have been given, and for counting and burning such of the stamps as have not been issued to postmasters, or have been returned.

or have been returned.

The streets, avenues, roads, and public highways of the cities of New York, Boston, Philadelphia, and New Orleans have been established as post routes under the 10th section of the postage act of March 3, 1851, and letter carriers appointed for the service thereon. If it is the intention of Congress to transfer the whole dispatch business of the cities of the service thereon of the postage act of March 3, 1851, and letter carriers appointed for the service thereon. If it is the intention of Congress to transfer the whole dispatch business of the cities of the postage act of the postage act of March 3, 1851, and letter carriers appointed for the service thereon. If it is the letter than the postage act of the postage act of the postage act of March 3, 1851, and letter carriers appointed for the service thereon. If it is the letter than the postage act of the postage act

mation obtained by the persons mus sent must sent marked believed that, if the contractors will meet the wishes of the Department, the mail between this city and New York can be expedited twenty-four hours; that the time required between this city and New York can be reduced to eleven hours; and that the mails from the South, leaving here in the afternoon, may be delivered in New York in time to be sent east to Boston, north to Albany, on their way to Buffalo, and West, along the New York and Eric railroad, by the morning trains from New York. While pursuing this object, an effort will be made York. While pursuing this object, an effort will be made to the trains of York. While pursuing this object, an effort will be made to preserve at New York a close connexion of the trains carrying the mails which leave here in the morning, with the evening trains which take such mails beyond New

The liberal disposition avowed by the contractors who have been applied to, and the general liberality of those not yet consulted, as well as the strong interest they all have in making the present line more rapid and more satisfactory to the travelling public, would seem to justify the hope that these improvements can be effected without incurring an expenditure disproportioned to the importance of the object to be attained. If, however, the negotiations now in progress shall lead to no favorable result, the attention of Congress will be called to other

feasible modes of expediting the great mails between the Eastern and the Southern States.

The necessary orders have been made to charge failing bidders and their guarantors the difference between their The necessary orders have been made to charge failing bidders and their guarantors the difference between their accepted proposals and the amount which the Department subsequently contracts to pay for the service specified in such proposals. This is required under the provisions of the 27th section of the act of July 2d, 1836, which it is believed will now be systematically and faithfully carried

out. The Auditor reports that the sum of \$85,762.36 was charged against failing bidders and their guarantors, according to the provisions of that act, during the last fiscal year. A large portion of this sum was charged for failures

year. A large portion of this sum was charged for lattures occurring in previous years.

Having ascertained, from a partial examination of the bonds of postmasters, that the penalties of very many of these bonds were, in consequence of the increase of postages, insufficient for the security of the Department, and also that a large number of them were executed at a period so distant as to render it probable that the sureties might be dead or insolvent, an order was made requiring new bonds in all cases where the penalties were inadequate, or where the bond had been executed for more than six years. More than 5.250 new bonds were, under this six years. More than 5,250 new bonds were, under this order, prepared and sent out, and nearly all have been

order, prepared and sent out, and nearly all have been returned, examined, accepted, and registered.

A carefully revised and corrected list of the post offices in the United States has been published and distributed to the postmasters and other officers of the Department. On this revision it appeared that the number of post offices in the United States was somewhat less than that stated in a previous report from this Department.

The laws of Congress relating to this Department, its officers and business, have been carefully compiled for republication in connexion with the general regulations of the Department, which have been revised for that purpose. A large portion of the work has been for some time

publication in connexion with the general regulations of the Department, which have been revised for that purpose. A large portion of the work has been for some time in the hands of the printer, and the whole is expected to be completed and distributed in February next.

Wooden marking and rating stamps have been furnished to a large class of offices whose receipts were too small to authorize the supply of metal stamps. By furnishing these and blanks of a better quality, as well as other facilities for the dispatch of business, it is hoped that the labor of postmasters will be, in some degree, reduced, and greater promptness, accuracy, and dispatch secured.

In consequence of the want of clerical force in the dead letter office, my efficient Third Assistant had been compelled, for several years, to allow an accumulation, in the dead letter office, of letters containing promissory notes, drafts, and other papers of value. This class of letters had been accumulating from 1837, and was rapidly increasing. Upon examination into the general character of their enclosures, I deemed it my duty to cause extraordinary efforts to be made to send these letters and their enclosures to the parties entitled thereto. For this purpose several clerks, whose duties might during the recess of Congress be temporarily thrown upon others in the same pose several clerks, whose duties might during the recess of Congress be temporarily thrown upon others in the same divisions, were detached from their respective desks and employed in this service. In order to accomplish the object in view, several persons not in the service of the Department were permitted to labor in the office, with the understanding that they would be paid when Congress should specially appropriate for that purpose a sum sufficient for their compensation. This course was the more should specially appropriate for that purpose a sum sum-cient for their compensation. This course was the more necessary as, during the last summer, some 4,200 pounds of dead letters, which had been suffered to accumulate in California since the extension of our mail service to San Francisco, in the hope that Congress would authorize them to be opened and examined there, were returned to the Department. The amount equitably due to the persons thus allowed to labor in the Department is estimated at \$505.42. As the increased labor thrown upon the Department. ment by the new postage act of the 3d of March last, dered it impossible to register and send out the letters re-ferred to without some such arrangement, and as by it ferred to without some such arrangement, and as by it the letters accumulated during the previous years, and most of those received during the present year, have been properly disposed of, it is believed Congress will not hesitate to make the necessary appropriation. That it be made at an early day is earnestly recommended.

The requirement of the return of weekly and monthly registers of the arrivals and departures of the mails at the termini of each route, showing whether the number of trips contracted for had or had not been performed according to contract and within schedule time, has intro-

Cording to contract and within schedule time, has introduced greater efficiency and regularity into the service.

During the last fiscal year, as appears by the report from the Inspection Office, the fines imposed upon contractors on inland routes amounted to \$8,081.87; which the sum of \$10.25 has been remitted. The deductions on account of failures and irregular service on such routes amounted, during the same period, to \$25,971.89; of which the sum of \$84.77 has been remitted. The deductions made during the same period for failures and irregularities on foreign routes under with this Department amounted to \$1,450, and the fines and deductions which the Navy Department has been advised to make on routes under its control (the inspection of which had been transferred to this Department) amount-

tion has been materially checked, while the number of arrests and convictions for violation of the laws has been

arrests and convictions for violation of the laws has been greatly increased. Much of the service is performed in cities, and is of a nature to involve large expenses. I recommend an appropriation for the deficiency of salary allowable to them under the existing laws.

The postmasters and other persons in the service of the Department have, with few exceptions, discharged their duties with fidelity, promptness, and accuracy, and have endeavored to increase the efficiency, utility, and reputation of the Department. ion of the Department.
On the 3d of January last, S. R. Hobbie, Esq., then

First Assistant Postmaster General, was appointed a spe-cial agent and postal commissioner, and dispatched to Cuba and Panama, with instructions to make, if practicable, suitable arrangements for an exchange at Cuba of mails from and to the West India Islands, the Atlantic coast of South America, and to points on the Gulf of Mexico and elsewhere reached from Havana by British mail packets but to which our own mail arrangements did not extend; and also to effect, if practicable, an arrangement for the exchange at Panama of mails from and to the western coast of South America.

Temporary arrangements for these purposes were agreed upon by Mr. Hobbie, and confirmed by the Department. These arrangements have been found to be useful; but the increase of correspondence with the points named will soon render more perfect arrangements desirable. Mr. Hobbie was also instructed to proceed to Cali-

fornia and aid the resident agent of the Department at the opening of the proposals for mail service, which he had been directed to invite. It was then the expectation that Mr. Hobbie would reach San Francisco in time for the lettings, but an attack of fever unfortu-nately detained him on the Isthmus beyond that time. The service was, however, satisfactorily performed by the resident agent and the postmaster of San Francisco. Mr. Hobbie reached San Francisco soon after, and before the contracts were arranged and executed, and was able to render efficient service in aid of the resident agent. As Mr. Hobbie continued in service as special agent of this Department for some time after the 1st of April, when his resignation as First Assistant Postmaster General

when his resignation as First Assistant Postmaster General took effect, I respectfully recommend that Congress make adequate provision for the payment of his expenses and a suitable compensation for his services.

It was hoped and expected, at the time the advertisements for proposals for mail service in California and Oregon were ordered, that Congress would authorize a regular letting to be concluded there, and contracts for the usual intention of Congress to transfer the whole dispatch business of the cities to the letter-carriers of the Department, further legislation for that purpose is desirable.

Some weeks since, agents of this Department were dispatched to the North and to New Orleans, with the view of ascertaining whether the mails on the great route between the States of Maine and Louisiana might not be considerably expedited. The greater expedition and therefore formidable competition of ocean steamers, running between prominent points on this line, seemed to render this a favorable moment for negotiations with the contractors on the present mail route. From the information obtained by the persons thus sentalong these lines, it is believed that, if the contractors will meet the wishes of the Department, acting under its general instructions. Congress, however, adjourned without conferring this authority, and the agent in California was instructed to make temporary contracts only. Acting under the supervision of the agents of the Department, acting under its general instructions. Congress, however, adjourned without conferring this authority, and the agent in California was instructed to make temporary contracts only. Acting under the supervision of the agents of the Department, acting under its general instructions. Congress, however, adjourned without conferring this authority, and the agent in California was instructed to make temporary contracts only. Acting under this instructions. The proper is a service at the agent in California was instructed to make temporary contracts only. Acting under its general instructions. Congress, however, adjourned without conferring this authority, and the agent in California was instructed to make temporary contracts only. Acting under this instructions. service at the end of one year, or on the 30th day of June, 1852, making such additional allowance for the year's service as to him shall seem just, proper, and

ceived and opened in pursuance of an advertisement direct-ed under the same circumstances, and with the same expectations as that directed in California, have been executed for the residue of the contract term, to end an the 30th of June, 1854, and returned by the agent to this Department. The acts of the agent have been confirmed so far as to authorize temporary contracts only. The prices of the service stipulated for are high, but it is believed that they are appeared in the service stipulated for are high, but it is believed that they are nearly or quite as reasonable as could be obtained at a new letting. The early passage of a joint resolution to legalize these contracts for the residue of the

ontract term is recommended.

Under the provisions of the first section of the navy appropriation act, approved March 3, 1851, contracts have been made with the Pacific Mail Steamship Company to increase the trips of the mail line between Panama and Oregon to semi-monthly; thus making that service conform to the semi-monthly service on the Atlantic side of the Isthmus, as directed by the section referred to. This service was contracted for at the rate of seventy-five per cent. of the cost of the trips under the original or former contract; and the contract therefor is believed to be in strict accordance with the provisions of the actreferred to.

Under the provisions of the same section, this Department has consented to a temporary arrangement by which the mail steamers from New York to Havana are not required to touch at Charleston or Savannah; and the contract for semi-monthly service between the ports last named and Havana has been renewed for four years, from the 1st day of July last, at the price theretofore paid for

that service.

The contractors for the mail service from New York and New Orleans, via Havana, to Chagres, some time since proposed to take mails by their steamers, which run di-rect to Chagres, in addition to the mails taken by their teamers touching at Havana. They desired additional ompensation therefor. This Department declined to as-ume for the Government either an express or implied obligation to make such compensation, but consented to send mails by such steamers, with the express understand-ing that no obligation to pay for such service was thereby incurred, but without requiring the contractors expressly to relinquish all claim to compensation, and thus pre-

to relinquish all claim to compensation, and thus pre-clude an application to Congress.

The opening of the route now in operation by way of Lake Nicaragua, and the probability that other competing routes from the Atlantic cities to California will ere long be in operation, and upon which the mails may perhaps be transported with greater dispatch and econo-my than upon the present route, renders it expedient to proceed with great caution in adding to the cost of the present service, and to reserve, in all cases, the right to discontinue such service and pay whomever the public incontinue such service and pay whonever the public in-

discontinue such service and pay whomever the public interest may require.

No contract has been made for the transportation of the mails across the Isthmus of Panama, under the second section of the "Act to establish certain post routes, &c." approved March 3, 1851. The Government of New Granada has consented that the service may be performed by the Panama Railroad Company, and a proposition from the President of that company for the transportation of our mails across the Isthmus was favorably regarded. As, however, there were difficulties in the way of making a permanest contract in conformity with the requirements of the section above referred to, it was suggested that the railroad company should commence the transportation of the mail as soon as their road should be so far completed and in operation as to increase the expedition completed and in operation as to increase the expedition of the mails, and that this Department should recomof the mails, and that this Department should recommend to Congress to authorize payment therefor at a price per pound slightly above the average price now paid under the treaty with New Granada. The President of the railroad company has given potice that on and after the 1st of December next (1851) the company will be ready to receive and transport the mail under this arrangement, and orders for its delivery to that company have been issued. This will expedite very considerably the transportation across the 1sthmus. I respectfully recommend an appropriation for the compensation which will be equitably due to the railroad company.

The contract with the Collins line of mail steamers between New York and Liverpool requires the performance of but twenty trips out and back during the year. For the purpose, however, of arranging weekly trips in Ame-

the purpose, however, of arranging weekly trips in American steamers, alternating with those of the Cunard steamers which depart weekly from this country and England, these steamers have made departures each alternate week, and have thus completed a weekly line of American steamers from New York. If these trips are continued as heretofore there will have been performed in the present year three more trips than are provided for in the contract, and to continue the weekly trips thereafter will require six additional trips per year.

As the English Government had made new arrange-

ments by which the weekly trips of the Cunard steamers were to be continued through the year, it was deemed highly important to continue the weekly trips of the American steamers also. Under these circumstances, Mr. Collins was requested to continue his trips every other week, and was assured that the payment, by Congress, of a pro rata compensation would be recommended. It is claimed by the contractors, and it is believed justly, that a pro rata compensation for these extra trips, in the winter season, will not fully indemnify them; and if the extra trips are performed, it is earnestly recommended that a pro rata compensation, with such addition, if any, as may be necessary to give to the contractors a fair and liberal compensation for the extra service, be authorized by Congress. The unrivalled qualities and speed of the ships of this line, and the very satisfactory manner in which the service has been performed, establishing the superiority of American skill and enterprise in the construction of ocean steamers and in ocean steam navi

struction of ocean steamers and in ocean steam navi-gation, entitle the proprietors of this line to the most fa-vorable consideration, and I cannot doubt that Congress will make the appropriations recommended.

From the Auditor's report, it appears that the whole amount of postage, including inland, sea, and foreign, on letters, &c. received and sent by the different lines of States mail steamers, during the last fiscal year,

was \$867,891 52, as follows: Line from New York to Liverpool, (Collins) -\$205,841 71 Line from New York via Southampton to Bremen -Line from New York via Cowes to Havre, (for

Lines from New York and New Orleans, via Havana, Chagres, and Panama, to California and Oregon

\$867.891 52 The postages accruing on letters carried by the lines from the Atlantic cities to California and Oregon will be much diminished in consequence of the reduction of postage made by the act of 1851, and of the increased number of letters sent by private expresses. Upon the other lines a very considerable increase is confidently expected.

The attention of this Department having been directed to the subject of postal communication between the Uni-ted States and Mexico, it has ascertained that satisfactory propositions can probably be obtained for a line of mail mers from New Orleans, by way of Tampico, to Vera

Cruz.

The establishment of such a line would no doubt great ly facilitate and increase the postal intercourse between the two countries, and in that regard alone is worthy of the consideration of Congress. But it would also, it is believed, be productive of great political and commercial advantages; would abate national antipathies and preju-dices; promote and increase friendly views and relations between the people of the two countries, and unite more closely by mutual benefits the two great Republics of the western hemisphere. For the reasons thus briefly ad-verted to, I respectfully advise that the establishment of line of mail steamers to Vera Cruz be recommended to Congress. An examination of the Treasury tables of exports and imports to and from Mexico for the last ten years will, it is believed, show the importance of such a line to the interests of the whole country—especially to that large portion of it situated on the Mississippi and its tributaries—and justify defraying from the Treasury the expense of its establishment.

Offers have been made to this Department to contract

for mail service from New York to Antwerp;
From New York, by Gibraltar, Marseilles, and Toulon,

From New York to San Francisco, by the Nicaragus route, which is now in operation; From New York to Galway, in Ireland;

From Philadelphia to Havana; From New York, by St. Thomas, &c., to Venezuela;

From Philadelphia to Antwerp, and from New York to New Orleans by Ocean steamers, in connexion with a con-templated railroad service across the State of Florida. Believing that the future revenues of the Department would prove insufficient to justify the employment of the service embraced in these offers, most of the parties making them have been informed, in substance, that no contract for the service would be made by this Department, and that their applications should be submitted to Congress. Some, if not all, of these lines would be found exceedinguseful and advantageous, if the service could be obtain ed at rates not disproportioned to the public benefits secured by their establishment. It is understood that the Belgian Government is ready

to co-operate in the speedy establishment and maintain-ance of the line to Antwerp. That point is a favorable one for the correspondence between this country and the continent of Europe, and it is not doubted that the establine would be exceedingly advantalishment of such geous to the two countries, not only in respect to their postal intercourse, but also, in a much higher degree, to their commercial interests. A hope is entertained that this subject will be found to deserve favorable considera-

A copy of the proposition of Mr. Ambrose W. Thomp-son, in behalf of himself and his associates, for the esta-blishment of a line of mail steamers between New York and Galway, is herewith submitted. This proposition was received on the 28th instant, too late for deliberate consideration. It will be seen that Mr. Thompson proposes to enter into contract to carry the mail for ten years in steamships readily convertible into war steamers for \$100,000 per annum for each ship employed; or to contract for such service, and receive therefor only the postages which shall arise from such mail matter as may be said to the contract for such service. service, and receive therefor only the postages which shall arise from such mail matter as may be actually transmitted in the ships of the proposed line. This Department has, perhaps, no authority to make contracts giving to such a line the postages accraing thereon; and even if it has, there is a manifest propriety in submitting the matter to Congress. There is much reason to believe that such a line would lessen the time now required for the transmission of the mails between this country and England and Ireland; and other and cogent reasons, not directly connected with its usefulness for mail purposes, have been strongly urged in favor of its establishment. As these reasons will, without doubt, be soon presented to Congress by those most familiar with the subject, I shall perhaps best promote the object by simply recommending it to the early and favorable consideration of that body.

Application has also been made for the extension of the trips of the steamers of the New York and Havre line to Bremen. The subject is yet under advisement.

Looking to the eventual establishment of a mail line between California and China, via the Sandwich Islands, the postmaster of San Francisco was some months since instructed to make up and forward, by every convenient opportunity, all letters for those distant countries where the inland postage to the San Francisco office was pre-

paid..
Under a provision in the second section of the act of last session, an order was made, by the advice and consent of the President, and went into effect on the first of July last, establishing two cents as the rate to be of July last, establishing two cents as the rate to be charged on each newspaper (not passing through Great Britain) mailed in the United States for or received from any foreign country, other than the British North American provinces, and the West Coast of South America, where different rates were found more applicable and different arrangements were made. A rate of two cents for United States postage on newspapers transmitted between the United States and Great Britain, and been already fixed by the grighing rockyl freety and fixed by the existing postal treaty with that country. This order was considered advisable, not only in view of the desired postal arrangements with France, Prassis, and Belgium, but also of having, as far as practicable, simple and uniform rates of newspaper postage between the United States and the States of Western Europe.

The postal convention with Prussia, which has for many months been ready for signature, as soon as a reduced rate of transit postage should be consented to by the British Government, is still unsigned, in consequence of the failure of negotiations with Great Britain for the adoption failure of negotiations with Great Britain for the adoption of satisfactory rates of transit postage on letters passing through that kingdom to countries beyond. For the same reason the negotiations with France for a similar postal arrangement have not been pressed to a final conclusion, and a pending proposal for a postal convention with Belgium, in connexion with a proposition for the establishment of a line of mail steamers to Antwerp, has been

ment of a line of mail steamers to Antwerp, has been postponed for future consideration.

The renewed determination of Great Britain to insist upon a transit rate on letters passing through England, which is deemed excessive, is a subject of regret. By the postal treaty of December, 1848, this Government made the most liberal concessions. The terms of the treaty were highly favorable to Great Britain, but I am constrained to say that in my independ the liberal coincideration. were highly favorable to Great Britain, but I am constrained to say that, in my judgment, the liberal spirit then manifested by the United States has not been reciprocated. The treaty provided that the British Government might send letters in closed mails through the United States, (mostly by the way of New York or Boston,) to their North American Provinces, at twelve and a half ceats the ounce, which was deemed equivalent to only one-half the rate then paid by our own citizens on letters conveyed the same distance.

This provision was conceded, although the transit rates on letters possing through England on their way from our

on letters passing through England on their way from or to this country, were left (temporarily, as was then supposed) to be determined by the British post office, except that they were not to exceed the rates which that office then charged, or should thereafter charge, upon letters from British colonies or possessions, or foreign countries, passing through England in like manyer: and although it was known that the rates usually charged (being different in respect to letters addressed to different countries) averaged about thirty cents the ounce.

It was then expected that this arrangement in respect to the transit rates of the two countries would be speedily superseded by one more in accordance with the views of mutual benefit and accommodation entertained by this Government; and to that end the following provision was inserted in the 12th article of the treaty:

"But the two contracting parties agree to invite France to on letters passing through England on their way from or

"But the two contracting parties agree to invite France terrinto communication with them, without loss of time, in enter into communication with them, without loss of time, in order to effect such arrangements for the conveyance of letters and newspapers and closed mails through the Territories of the United States, of the United Kingdom, and of France, respectively, as may be most conducive to the interests of the three countries." Negotiations between the three countries on this sub

ect were protracted by the refusal of Great Britain to assint to an arrangement deemed fair and reasonable, un-tl France has at length consented to a separate arrange-ment with Great Britain, reducing the transit rate on letters passing through that country from and to France from

the other; and if satisfactory transit rates be not soon agreed to, this Government should seriously consider whether the notice provided for in the treaty shall not be

It is well known that vessels from foreign ports con tinually bring into this country large numbers of letters which are not delivered into the post offices of the ports of arrival, as required by law. In steamers running of the routes from New York and New Orleans to San Fran In steamers running on cisco, including even the mail steamers under contrac with the United States, large numbers of letters are con with the United States, large numbers of letters are continually sent by express companies, and the authority now vested in this Department and its officers is insufficient to prevent it. The evil is one of such magnitude, and bears the Department it is one of the Department, that it is prompting the revenues of the Department, that it is prompting the revenues of the Department, that it is prompting the revenues of the Department with prompting and accuracy, I recommend the increase which promptings and accuracy, I recommend the increase which promptings and accuracy. earnestly recommended that the laws applicable to the subject be carefully revised. It is suggested that it be made highly penal for express companies, their agents, or other persons, to carry letters on these routes outside of the mails, and that it be made the especial duty of all officers of the customs, and all special agents of the Pos Office Department, to examine on board vessels, on their arrival, all packages which they shall have good reason to believe contain letters, and to seize the same, under such restrictions and with such directions for their sub-sequent disposal as may be deemed expedient. The master or other officer in charge of such vesses should also be required to make an affidavit, before such vessel shall be permitted to break bulk or make entry in any port of the United States, that he has, to the best of his knowledge and belief, delivered or caused to be de-livered to the post office at or nearest to such port, all bags. packages, or parcels containing letters that were on board such ship at the time of its arrival, except such letters as are exempted by law. In view of the present low rates of postage, the great expense of maintaining these lines of steamers, the comparatively small amount of postage which will hereafter accrue from them, and the ease with which the present laws are evaded, prompt and decisive

action is argently recommended.

The security of our mails requires that further provision should be made to punish as felons all persons who shall steal or obtain by false pretences, or knowingly and unsteal or obtain by false pretences, or knowingly and un-lawfully make, forge, or counterfeit any key suited to any lock which has been or shall be adopted by the Post Office Department, for use, and which shall then be in use, on any of the mails of the United States; or who shall have in their possession any such mail key with the intent un-lawfully or improperly to use, sell, or otherwise dispose of the same; or who, being employed in the manufacture of mail locks or keys for the use of the Department, whather as contractors or otherwise, shall deliver any of mail locks or keys for the use of the Department, whether as contractors or otherwise, shall deliver any finished or unfinished mail key or mail lock, or the interior parts thereof to any person not duly authorized under the hand of the Postmaster General and the seal of the Department to receive the same, unless such person be engaged in the manufacture thereof in the manner authorized by the contract for such manufacture.

Most assuredly these locks and keys should be protected by provisions as stringent and as highly penal as treasury notes or any other public security. The stealing of mail locks should be punished as felony, for reasons that will readily occur.

will readily occur.

Great numbers of canvass mail bags sent out from this

city and the larger offices are never returned, and are im-properly appropriated. They are plainly marked "U. S. Mail," so that no one can be mistaken in regard to their Mail," so that no one can be mistaken in regard to their purpose and ownership; yet it is believed that great numbers of them have been improperly taken and kept for private use. By the acts relating to the army, heavy penalties have been imposed for purchasing the arms or uniform clothing of an enlisted soldier, and a similar penalty should certainly be imposed upon those who unlawfully appropriate the mail bags or pouches, mail locks, or other property of this Department. other property of this Department.

The provision of law which now authorizes Postmaster

to sell newspapers not called for, for the postage thereon, should be extended to all classes of printed matter; and it should be made the duty of all Postmasters to sell all such dead printed matter, and account for the same under such regulations as the Department may prescribe.

Plank roads, affording the means of a more rapid and easy communication between important points on existing mail routes, are common in different portions of the country. It frequently occurs that no mail service can be

try. It frequently occurs that no mail service can be placed thereon because they are not on the line of any established post route. It is therefore suggested that a law be passed authorizing contracts for carrying the mail on all plank roads, and declaring that plank roads on which the Department shall provide for carrying the mail shall, while the mail is so carried thereon, be deemed public post routes. A similar provision in relation to canals was adopted in 1836.

The increasing abuses of the franking privilege ren desirable some further legislation in respect thereto. The franking as public documents of matters which are not

A postal agreement with the Canadian Post Office Department has been concluded, and the arrangement for which it provided is now in successful operation. Under this arrangement the postage on a single letter from any point in the United States to any point in Canada, is ten cents, or sixpence of Canada currency—except where the letter is to be transmitted over 3,000 miles from the boundary line at the point of crossing, when the single rate of postage is fifteen cents—payable in either country. A copy of this agreement is hereto annexed.

An agreement is hereto annexed.

An agreement of a similar character has been made with the Post Office Department of New Brunswick, embracing in its provisions Cape Breton, Nova Scotia, and Newfoundland.

Looking to the eventual establishment of a mail line to the franking of franked envelopes to persons not the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not such; the use of the franking as "official," letters which are not o ficient to prevent the counterfeiting of franks, either with or without the assent of the person whose frank is counterfeited.

Authority should be given to the Department to in-Authority should be given to the Department to increase the compensation of its special agents in California and Oregon, to an amount more nearly corresponding with the general high prices of those sections. These agents, acting at points remote from the central organization of the Department, must necessarily be invested with a large discretion, and implicitly relied upon for the information on which the action of the Department, in respect to those portions of the country, must be based. The highest salaries now authorized to be paid are entirely inadequate, and to secure the services of competent men assurances have been given that authority to pay a men assurances have been given that authority to pay a higher compensation for past as well as future services would be asked for. The early passage of an act authorizing the Postmaster General to allow them a just compensation for their past services, and adequate salaries for the future, is earnestly and urgently recommended.

The Postmaster General should also be empowered to authorize the special agents in California and Oregon, respectively, to receive, open, and decide upon proposals for

spectively, to receive, open, and decide upon proposals for mail service, and, in the presence and with the aid of such Postmaster as the Pepartment shall designate, to open the dead letters accumulated from time to time, within their districts, to destroy those found to be of no value and to return to the Perartment these containing value, and to return to the Department those containing valuables, under such regulations and instructions as

valuables, under such regulations and instructions as may be deemed proper.

An extension of the building occupied by this Department, for the better accommodation of its several bureaus, the Auditor's Office, and the City Post Office, was recommended in my last annual report. The reasons then urged for such extension are constantly acquiring additional force. The rooms of the Post Office building, now unreasonably crowded, will soon be entirely insufficient for the accommodation of the business of this Department and of the Auditor's office. Indeed, it is now, and during the last year has been, found necessary to occupy several rooms. year has been, found necessary to occupy several rooms over the City Post office, where the papers of the Auditor's office are exposed to loss by fire and other causes. Large quantities, too, of important papers, are from necessity packed in the halls and in the basement or cellar of the packed in the halls and in the basement or cellar of the main building, where they are exposed to mildew and gradual destruction. They should not be so exposed; for the loss of the papers of the Department and especially of the Auditor, would be a public calamity, and would be irreparable. I respectfully ask that it be earnestly and argently recommended to Congress to take immediate and effectual measures for the extension of the west wing of the present Post Office building, or for the erection of its north front, as originally contemplated.

north front, as originally contemplated.

The accommodations for the Post Office of this city are entirely unsuitable and insufficient. Situated at the sent of the National Government, and appropriated chiefly to the correspondence of its various Departments, it is continually visited by the representatives of foreign Government, and appropriate of the world. ents and strangers from every part of the world. Its present condition is not only unsafe, but decidedly discrediable to this Department and the country. Some improvements made during the last fiscal year have afforded partial and temporary relief from the evils before experienced for want of room; but other arrangements of a rienced for want of room; but other arrangements of a creditable and permanent character should soon be made. In my last annual report I also recommended that the laws for the government of the Department and its officers, which are numerous and complicated, have been enacted at different periods, and contain many obsolete and conflicting provisions, should be revised. An entire revision flicting provisions, should be revised. An entire revision of these laws, and the passage of a single act containing all the provisions of law relating to this Department and its officers, would give greater efficiency to its operations

Such a revision is again respectfully recommended.

I again renew the recommendation that the Assistant Postmasters General be placed upon the same footing in respect to salary as the Heads of Bureaus in other Departments. I cannot but regard the invidious discrimination now made between these officers—whose duties certainly require equal capacity, and whose labors are admitted to exceed those of officers of like grade in other Departments-as incongruous, and detrimental to the

of the Department.

The increased business of this Department, consequent tars passing through that country from and to France from thirty to twenty-four cents the ounce.

The same rate was insisted upon as the basis of an arto the Chief Clerk of the Department the duties approprirangement with this country, but was deemed excessive, and has not been assented to.

Our convention with Great Britain can be annulled by either of the two Governments after one year's notice to his duties. To bestow them now would be to render but justice to an able and faithful officer, who has served the

Department long and well.
The foreign desk of the Department has become one of great importance, requiring more than ordinary capacity and labor for the discharge of its duties. It is respectfully and labor for the discharge of its duties. It is respectfully suggested that authority should be given to increase the compensation of the officer performing them to that of a principal clerk, by adding \$200 to his present salary.

The annexed reports from my First and Third Assistants, will present useful and interesting details of the business of their respective bureaus, as well as show the necessity for a small increase of the clerical force of

hese reports suggest.
In conclusion, I desire again to acknowledge my obligations to the Assistant Postmasters General, and the clerks of the Department, for the zeal and assiduity manifested by them in the discharge of their laborious duties, and especially for the cheerful willingness with which many of them have, when necessary for the dispatch of the business of the Department, labored beyond the usual office hours, and in the discharge of duties not pertaining to the desks

to which they had been assigned.
N. K. HALL, Postmaster General. To the PRESIDENT.

SALE OF LAND in Spottsylvania county, Virginia.

A farm of land in a healthy situation, within three miles of the town of Fredericksburg, near the Richmond and Fredericksburg, near the Richmond and Fredericksburg. ricksburg Railroad, containing in or about 300 acres, on which there is a neat and comfortable Dwelling house, with all the there is a neat and comments
necessary out houses.

The above will be exposed to public sale in Fredericksburg,
on Tuesday, January 6, 1852. For further particulars apply to
PEYTON JOHNSTON,
Dishwand Va.

TO OWNERS AND PURCHASERS OF HORSES. HAVING devoted many years to the study of the Pathology of the Horse, and many more to the successful practice of the Veterinary Art in all its branches, both in this country and in England, I now offer my professional services to such of the citizens of Washington and its vicinity as may need those of a professional veterinarian.

Persons wishing to purchase horses may also avail themselves of the professional veterinarian.

selves of my knowledge of that animal as a guide in their se-lection, and a guard against the tricks of the jockey, as well as the dangers of unsoundness.

In all cases charges will be moderate, and strict attention given.

GEORGE SMITH.

E street, near the corner of 13th street. TESTIMONIALS. My horse had what is called a bone spavio, causing severe lameness, and indeed threatening to destroy entirely the value of the animal. Mr. George Smith, who has recently, as I understand, come to this country from England with the design of practising the Veterinary art, undertook, about five months ago, to cure him, and I am satisfied he has succeeded in effect?

ago, to cure him, and I am satisfied he has succeeded in effecting a cure, as the horse now shows no signs of lameness whatever, and moves and acts as when perfectly well.

He also extracted from the upper part of the fore leg a large and very unsightly tumor, which had suppurated and produced very disagreeable effects.

College Hill, D. C. Oct. 4, 1851. WM. RUGGLES.

Having availed myself of the veterinary skill of Mr. George Smith, in the case of a mule, rendered utterly useless by severe "poll-evil," and seen his efforts and treatment of the case at-tended with entire success in the cure of the animal, I theretended with entire success in the tart of the second or fore feel pleasure in recommending him to those who own or have the finanagement of horses as a skilful and attentive veterinarian.

EDMUND BROOKE. ECKINGTON, D. C., DEC. 1, 1851.

JOHN H. BUTHMANN, Importer and Dealer in Wines, Brandies, Cigars, &c., Pennsylvania avenue, south ide, between 4½ and 6th streets, has received and offers for

400 baskets Champagne, of the choicest brands, the Olive brand, and Moet and Chandon, his own importation, P. A. Mumm's Verzency, Heidsieck & Co.'s. Also, a choice assortment of pale and brown Sherry, Ma-eira, and Port, in bottles and casks.

Royal & Co.'s Malvasia White Port.

Carcovellos. Chamberts. rellos, Chambertin, Bordeaux, and Rhine Wine,

Cognae Brandies, pale and dark, some very choice in bottles Schiedam Gin. Schiedam Gin. Old Monongahela and Bourbon County Kentucky Whiskey. Scotch and Irish Malt Whiskey. Scotch Ale, London Brewn Stout.

Absinthe, Kirschwasser, Curacoa, Maraschino. Superior Havana Cigars, &c. dec 3—3tif [Republic Union & News] HRCULAR NOTES AND LETTERS of CREDIT

of Travellers in Europe.—Circular Notes (of the value of £10 and upward) and Letters of Credit, payable at all the principal cities of Europe, are issued on application, by Mesers. DUNCAN, SHERMAN & CO. nov 21-d6m lankers, New York.

The former organization of this Department:

The former organization of the vessels employed in active service, on the ocean into six separate squadrons has still been continued. The Home Squadron, yet under the command of Commodore Parker, consists of the steam frigate Saranac, Commander Pendergrast, bearing the broad pennant of the Commodore: the sloop-of-war Albany, Commander Platt; the sloop Decatur, Commander Green; the sloop Cyane, Commander Paine; and the steamer Vixen, Lieutenant Commanding Smith. The vessels of this squadron have been engaged in cruising among the West India Islands, and along the consts of the Caribbean Sea and of the Gulf of Mexico. The commander of this squadron, having been ordered to the North on special service, was not in position to prevent the late special service, was not in position to prevent the late illegal, and disastrous expedition from the port of New Orleans against the Island of Cuba; but, hastening thither under the orders of the Department, he was commendably active in preventing any repetition of the offence, whilst at the same time affording protection to American interests in that constructions of the offence of the offenc at the same time affording protection to American interests in that quarter, and giving assurance that the United States would in good faith observe thein treaty obligations and the law of nations. Commander Platt, commanding the Albany, which happened to be in the port of Havana when the expedition landed, deserves also the commendation of the Department for the progriety and delicacy with which he acquitted himself in the trying duties of his command: for his vigilance and industry in procuring and transmitting early and correct information of the progress of events in the Island, and his humanity in visiting and interceding for the deluded persons, who in violation and interceding for the deluded persons, who, in violation of the laws of their country, had been induced to embark in an adventure of such serious coasequence. These oc-currences at the South detained the vessels of this squad-ron from a cruise to its northern, limits, which was com-

ron from a cruise to its northern limits, which was com-menced and proceeded in as far as Havana, when the invasion of Cuba tock place.

The Mediterranean squadran, Commodore Morgan com-manding, consisted of the flag-ship, the razee Indepen-dence, Captain Jamesson; the steam frigate Mississippi, Captain Long; and the frigate Cumberland, Captain Latimer.

In June the latter vessel returned, by order of the De-

In June the latter vessel meturned, by order of the Department, to the United States; and upon her arrival the officers were detached and the crew discharged. Since that time the Independence, with the commander-in-chief on board, has visited Trieste, and other ports within his command; and the Mississippi has been generally employed in active cruising.

In compliance with a resolution of Congress to that effect orders were in the season cent to the commander.

effect, orders were in due season sent to the commander of the squadron, directing this vessel to be held in readiof the squadron, directing this vessel to be held in readiness to proceed to the coast of Turkey and receive on board the distinguished Hungarian, Governor Kossuth, and his associates in exile, and convey them to the United States so soon as information should be received from the American Minister at Constantinople that they had obtained the Sultan's permission to embark. She accordingly took on board, at the Dardanelles, in September, the illustrious exile and his family and party, in number sixty persons, and brought them on the homeward voyage to Gibraltan. Here Governor Kossuth, having determined to visit England, took passage in a mail steamer for that country, intending to come thence by a like conveyance

to visit England, took passage in a mail steamer for that country, intending to come thence by a like conveyance to the United States; and the Mississippi sailed with the remainder of her passengers direct to New York, where she arrived early in November.

The Independence being the only vessel remaining in the Mediterranean, and from her large draught unsuited for winter cruising in that sea, this consideration, together with the fact that the early of the seament of her crew and the term of the commendar of the seament will expire the term of the commander of the squadron will expire in the ensuing spring, induced the Department to recall her also; and orders to that effect were dispatched in

The new steam frigate San Jacinto, destined for the squadron on the coast of Brazil, is preparing with all practicable expedition for sea, and will sail in a few days for the Mediterranean, to watch over our interests in that quarter until the arrival of a new squadron early in the

pring.
The squadron on the coast of Africa continued under the command of Commodore Gregory until the month of May, when, after an energetic and efficient service on that station, he was relieved, and it was transferred to Com.

Lavalette.

This squadron comprises the sloop-of-war Germantown, the flag-ship of the squadron, Commander Nicholas; the sloop Dale, Commander Pearson; the sloop John Adams, Commander Barron; the brig Perry, Lieut. Commanding Foote; the brig Porpoise, Lieutenant Commanding Lardner. These vessels have been assiduously employed in the duties of their cruise, and the observation of another year justifies the conclusion, expressed in my last annual report, that the vigilance and activity of this squadron, ogether with that of Great Britain, have suppressed the miles distant from the station at the Cape de Verd Islands. established and maintained since the conclusion of the

treaty of Washington in the year 1842.

This result has led to the consideration of the expediency of removing the depot of supplies for the squadron down the coast to St. Paul de Loando, or other point on the southern coast; but, since the inhibition by Brazil of the African slave-trade among her subjects, it is doubtful whether it is necessary to continue this squadron, as a permanent force, any where along the African shore; and it is accordingly proposed that notice be given to the British Government of the termination on our part of the 8th article of the treaty above mentioned, as therein pro-

It is believed that Brazil and the Spanish West India islands are the only countries to which slaves have been imported, in any considerable numbers, for many been imported, in any considerable numbers, for many years past; and by strengthening the squadron on the coast of Brazil, and requiring of its vessels periodical visits to the coast of Africa, the traffic can probably be more effectually checked than by keeping up the squadron on the African coast; while, in regard to the Spanish West Indies, the vessels of the Home Squadron will suffice to prevent the use of our flag for its protection among them. The climate of the African shores is notoriously insalubrious, and the health and comfort of the officers and crews would be greatly promoted by the change proposed of this squadron.

The squadron on the coast of Brazil, Commodore Mc-Keever still being in command, consists of the frigate Congress, the flag-ship of the squadron, Captain McIn-tosh; the sloop-of-war Jamestown, Captain Downing; the brig Bainbridge, Lieutenant Commanding Manning, and the storeship Relief, Lieut. Commanding Thatcher. Orders, however, have been dispatched directing the Bain-bridge to relieve the brig Perry in the African squadron which, owing to the approaching termination of the en-listment of her crew, has been ordered to return to the

United States.
The general duties assigned to this squadron, in giving protection to our commerce and interests between the mouth of the Amazon river and Cape Horn, in preventing the use of the American flag to cover the trade, and in enforcing our neutral rights and relations in the state of hostilities which have long prevailed between the Argentine Republic and the Banda Oriental, and more recently between the former and Brazil, appear to have been zealously and faithfully performed, and the reports

been zealously and faithfully performed, and the reports of its commander are quite satisfactory.

The Pacific squadron, Commodore McCauley commanding, consists of his flag-ship the frigate Raritan, Commander McKean; the frigate St. Lawrence, Captain Dulany; the sloops-of-war St. Marys, Commander Magruder; Vandalia, Commander Gardner; Falmouth, Commander Pearson; Vincennes, Commander Hudson; Portsmouth, Commander Dornin; Warren, unseaworthy, and used as a storeship; the steamer Massachusetts, Lieutenant Commanding Knox; the storeship Lexington, Lieutenant Commanding Radford, and the storeship Southammton, Lieuten manding Radford, and the storeship Southampton, Lieut Commanding Turner.
The frigate Savannah, Captain Page, recently returned

from this station, in consequence of the expiration of the time of service of her crew, and the Falmouth is supposed to be likewise on her homeward voyage. These will be replaced respectively by the frigate St. Lawrence and the sloop-of-war Portsmouth, about to proceed to the Pacific.

The several vessels of this squadron have been constantly and usefully employed in appropriate service. The flag-ship and the Vincennes have visited the principal ports on the American coast from Oregon to Chili. The Vandalia has made several visits to the Sandwich Islands, at periods when the presence of a man-of-war was highly essential to our interests in that kingdom; and the Fal-mouth and St. Marys, in addition to touching at ports on the main land and the Sandwich Islands, have extended their cruising to the Society, Marquesas, and Fejec Islands.

The necessity of maintaining, at all times, an effective The necessity of maintaining, at all times, an effective fleet on that ocean, and of adapting our naval laws and system to the new requirements of the service, in conse-quence of our settlements in California and Oregon, was urged in my last annual communication, and cannot too

early engage the attention of Congress.

The squadron for the East India and China seas, Commodore Aulick commanding, comprehends his flag-ship the steam-frigate Susquehannah, the sloops-of-war Plymouth Commander Kelly; Saratoga, Commander Walker; mouth Marion. Commander Glendy. The two vessels last and Marion, Commander Glendy. The two vessels last named are on their station: the two former are on the voyage out. The Marion will be relieved on their arrival, and return home by way of the Cape of Good Hope, bring-ing, it is expected, valuable varieties of the seed or root of the sugar-cane, and also of the tea plant, collected under the orders of the Department for distribution in the sections of our country adapted to their cultivation. The Dolphin, Lieutenant Commanding T. J. Page, which had